

THE COMMONWEALTH OF MASSACHUSETTS

ANNUAL REPORT

OF THE

MASSACHUSETTS AERONAUTICS COMMISSION,

FOR

YEAR ENDING DECEMBER 31, 1962

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THE COMMONWEALTH OF MASSACHUSETTS

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ANNUAL REPORT

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MASSACHUSETTS AERONAUTICS COMMISSION

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ANNUAL REPORT - 1962

1962 was featured by a Civil Aeronautics Board proceeding based on the New England Council's regional airport plan described in our report for 1961.

Early in the year the Board called for hearings to determine whether, in Massachusetts, scheduled airline service for Pittsfield and Fitchburg, then provided on a limited and unreliable basis, could better be provided through some other airports, as called for in the New England Council plan. The Board went further than the NEC by including Lawrence.

We disagreed about Lawrence, but supported the NEC regional airport philosophy for trunk type airline service so long as --

- a. The resulting regional airports were improved as nearly as practicable to all weather capability.
- b. The communities losing direct trunk service would have reasonable access, by highway or by air taxi, to the regional network.
- c. Appropriate changes were made in Federal laws, regulations and policies to encourage air taxi service and to furnish the necessary ground facilities.

Prior to the hearings in September we joined with the NEC, the Aero Commander Company, and National Executive Flight Service, in an experimental scheduled air taxi operation, the New England Feeder Service, which connected several Maine and New Hampshire points with Boston. The purpose of this was to learn something about the problems involved, for use both with the Federal Government and in our own planning.

During the year we distributed \$541,266.08 in State aid and \$778,909.00 in Federal aid to counties, cities and towns who were carrying on our airport development program. All of this went for the improvement of existing airports.

Our progress in new airports needed for general aviation was disappointing, as Bourne-Wareham and Brockton fell by the wayside. However, the adjacent town of Wareham has shown great interest in picking up the pieces of the ex-partnership, and in December we approved a site in the town of Hadley for a new general aviation airport to be built by Hampshire County. This location is midway between the industrial and college city of Northampton and the town of Amherst, home of Amherst College and the University of Massachusetts.

In August the town of Orange was host to the Sixth World Sport Parachuting Championship, which brought together teams from twenty-five countries, six of which are behind the Iron Curtain. This was made possible by a substantial State contribution to the cost.

Last year we reported several fatal accidents at Nantucket involving small airplanes, fog, and pilots inexperienced in instrument flying. This year there were none, due perhaps in part to weather warning signs and improved communications designed, installed and operated in cooperation between the State and Federal Governments, local airport commissions, and private airports in the Cape and Islands area.

We also spoke of a highway directional marker program with the DPW which has been completed, and proposed changes in airplane tax laws which have not.

We finished the year as we started, with nine employees.

A detailed account of some of our activities follows --

SAFETY

Registration: 4068 pilots and 1469 aircraft were registered at the end of December, 1962.

Inspections: Inspections of various types totaling 223 were made at airports and seaplane bases. This was approximately the same number as in each of the past five years.

Managers: We licensed 61 persons as airport managers. This is about the same as for the past several years.

Accidents: Last year accidents increased by 18 over 1960. This year's statistics show a slight decrease of 8 for a total of 97. In this total are 2 accidents involving 3 fatalities and 9 accidents where 13 persons were injured.

Analysis of the total accident figure indicates that 63% occurred during landing or takeoff and from the available evidence, 72% involved pilot error.

Disciplinary Action: As a result of the 365 complaints received and investigated, as well as the investigation of the above accidents, certain disciplinary action was taken. 7 pilots were taken to court; 168 received warning letters; 2 were turned over to the FAA for license action, and 8 were referred to the various military agencies for their action. Compared with 1961, the number of complaints increased by 30. Of the total, 173, primarily due to noise, involved airline operations. This was an increase of 17.

Safety (continued)

Financial Responsibility 1962, the seventh year since the enactment of the Aircraft Financial Responsibility Act, required our action in only 4 cases compared with 10 last year. It was not necessary to suspend any pilot or aircraft registration certificates in these cases.

Lectures: Our enforcement personnel continued in their practice of giving lectures on aeronautical laws and regulations, accident and violation investigation to local police and state police trainees at the State Police Academy in Framingham. Safety lectures were given to several aviation organizations.

Waivers: Because several aerial activities do not exactly fit into the general pattern for which our regulations were established and because non-compliance served a greater public good, we issued, after investigation, waivers to a total of 93 persons or organizations. 63 of these were for sport parachute jumping, 15 for agricultural dusting and spraying. The others were for pipeline patrol, insect and rodent control, scientific research, electronic testing and air shows.

Weather Warning Signs: The signs mentioned in the introduction and under "Airports" were installed at Nantucket, Hyannis, New Bedford, Chatham, and Martha's Vineyard. They are placed in such a manner that pilots and passengers about to depart on VFR flights from the above airports, when weather conditions in the area are questionable, are warned by a flashing red light and the sign that advises them to check weather reports and conditions before attempting a flight.

PROMOTION

Legislation: During 1962 we recommended a bill which will be considered by the 1963 Legislature. This bill would establish fees for pilot and aircraft registrations in lieu of the personal property tax now in effect.

The anticipated revenue would be used for aeronautical purposes.

Promotion (continued)

State Airplane: Commission pilots flew the state plane a total of 155 hours on inspections, investigations, court and enforcement trips, engineering surveys, inspection and photo flights. It was also flown to assist several other state departments and to transport state officials.

Aviation Education: The "Talespinner", a departmental aviation newsletter, was published and distributed to those concerned with the industry and other interested parties.

We continued giving talks to civic and school groups about aviation, its history and future in Massachusetts and about the activities of the Commission.

Our films, "Flight Decision", "The Flying Businessman", and "Airports America" were shown and lent to civic, school, aviation, and other interested groups. Aviation educational pamphlets and material were distributed to schools, libraries, teachers and students.

Sport Parachute Jumping: In several of our past reports we pointed out that Massachusetts, through the Commission, was the first state to recognize and license parachute jumping for sport; that jump centers had opened at Orange, Fitchburg, Mansfield and Turners Falls Airports; and that the 1962 World Parachuting Championship would be held at Orange. In 1962 the number of jumps made increased tremendously at these areas and exclusive of exhibition jumps at off airport areas there were 16,331 jumps made in Massachusetts as follows --

Orange, 11,412; Mansfield, 2,526; Turners Falls, 722, and Fitchburg, 1,671. This is more than double the count of last year.

Airport Directory: The directory entitled "Massachusetts Air Holiday", listing airports, services offered and recreational attractions in the vicinity of landing areas was distributed to many inquirers residing both in and outside of Massachusetts.

Federal-State
Cooperation:

Personnel of the Commission continued their work in the promotion and development in aviation and aviation safety by meeting with various Federal aviation groups to exchange accident and enforcement information,

Promotion (continued)

to discuss the better use of airways and traffic control systems and to suggest changes in Federal laws and regulations. This occurred with much greater frequency in 1962 indicating that the Federal aviation people are depending heavily on the knowledge and experience of the State agency.

AIRPORTS

Certificates of Approval: Certificates of approval were issued to 56 landing areas for commercial operation during the year. 23 were to cities and towns, 27 for privately owned commercial airports, and 6 for commercial seaplane bases. In addition, 60 private fields, 8 private seaplane bases, and 10 private heliports were registered. The changes over last year were the addition of a publicly owned commercial landing area at Braintree and the loss of a privately owned commercial landing area in Revere and seaplane bases at Revere and Lowell.

State Aid: Weather warning signs were installed at the Hyannis and Nantucket Airports, with the state and the towns sharing the cost.

Planned for early next year is a low cost sequenced flashing approach light system for the North Adams Airport. If this is successful, additional systems will probably be installed.

State and Federal Aid: The following projects costing a total of \$566,000. were completed during the year --

<u>Gardner</u>	- Runway extension and runway lights.
<u>Nantucket</u>	- High intensity lights.
<u>New Bedford</u>	- Runway overlay.
<u>Worcester</u>	- Service road and runway marking.

The following jobs, which will cost a total of \$3,285,000., are still under way --

<u>Lawrence</u>	- Fire and crash building and reconstruction of airplane parking apron.
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<u>Provincetown</u>	- Taxiway and apron extension.
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<u>Worcester</u>	- Runway extension.
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Airports (continued)

Projects expected to get under way in 1963, which will cost a total of \$1,130,000 --

Beverly - Runway overlay.
Hampshire County - New general aviation airport.
Hyannis - Equipment building and land purchases for runway extension.
Martha's Vineyard - Additional airplane parking apron.
Nantucket - Additional airplane parking apron.
New Bedford - Runway overlay.
North Adams - Runway extension.
Wareham - New general aviation airport.

EXTRA TERRITORIAL AFFAIRS

The Commission took part in four CAB proceedings dealing with air service to and from Massachusetts -- The New England Regional Airport Investigation; the Trans Pacific Route Case, the New York-Florida Renewal Case, and the Trans Atlantic Route Case. It also participated directly in activities of the National Association of State Aviation Officials with four members attending the Association's annual convention in Vermont.

In addition, the Director of Aeronautics was, during the year, Chairman of the New England Council Aviation Committee, Chairman of the New England Conference of State Aviation Officials, Chairman of the NASAO Navigation Aids and Airspace Committee, a member of the General Aviation Council, a Director of the National Aeronautic Association, and U.S. representative on the General Aviation Committee of the Federation Aeronautique Internationale.

LOCAL SERVICE AIRLINE PASSENGERS

	<u>12 Months</u> <u>Ending 11/30/62</u>	<u>12 Months</u> <u>Ending 11/30/61</u>	<u>%</u> <u>Change</u>
Boston MOH	80764	58970	+37
Boston AL	86525	64493	+34
Boston P-B	10566	9996	+ 6
*Fitchburg COL	279		
Hyannis NEA	18138	22334	-19
Hyannis C&I	NA	7354	
**Lawrence NEA	2628	2201	+19

* Start of Service - September 17th

** Limited Service

Local Service Airline Passengers (continued)

	12 Months Ending 11/30/62	12 Months Ending 11/30/61	% Change
Martha's Vineyard NEA	10752	11524	- 7
Martha's Vineyard C&I	NA	220	
Nantucket NEA	22632	24176	- 6
Nantucket C&I	NA	7944	
New Bedford NEA	25386	28838	-12
Provincetown P-B	10566	9996	+ 6
Worcester NEA	43097	52147	-17
Worcester MOH	4183	4987	-16

CONTROL TOWER AIR TRAFFIC COUNT

	12 Months Ending 11/30/62	12 Months Ending 11/30/61	% Change
Boston-Logan	197138	185178	+ 6
Boston-Bedford	195731	198944	- 2
*Hyannis	27796		
*Nantucket	22493		
New Bedford	38368	42607	-10
Westfield	49652	54226	- 8
Worcester	42927	40005	+ 7

* Towers activated late in 1961

INSTRUMENT APPROACHES

	12 Months Ending 11/30/62	12 Months Ending 11/30/61
<u>City and State Radio Aids:</u>		
Pittsfield	152	48
Lawrence	135	214
Fitchburg	68	36
Norwood	91	70
Beverly	49	35

Instrument Approaches (continued)

12 Months Ending 11/30/62 12 Months Ending 11/30/61

Federal Radio Aids:

Bedford	1797	2968
Boston	11057	11849
Hyannis	541	579
Martha's Vineyard	424	421
Nantucket	470	522
New Bedford	524	596
Westfield	171	154
Worcester	670	622

Respectfully submitted,

John M. Wells, Chairman

Philip W. Caporale

Charlotte S. Kelley

James F. Nields

Edmund M. O'Riordan

Crocker Snow, Director of Aeronautics